



DIVISION

OF

AERONAUTICS

Vol. 25 — No. 3

March, 1974

## NOTICE OF PUBLIC HEARING

George Lackman, Commissioner of the Department of Agriculture for the State of Montana, has issued to all licensed commercial applicators a "NOTICE OF PUBLIC HEARING FOR ADOPTION OF RULE 4-2.22(1)—S2210—Montana Liability Regulations for Commercial Applicators."

1. On April 2, 1974 at 10:00 A.M., a public hearing will be held in the State Highway Department Auditorium, Helena, Montana, to consider adoption of Rule 4-2.22 (1)-S2210, Regulating Commercial Pesticide Applicators.
2. The proposed rule does not replace or knowingly modify any section currently found in the Montana Administrative Codes.
3. The proposed rule would establish minimum requirements for obtaining a license, upon submission of evidence of financial responsibility, a surety bond or a liability insurance policy and certification thereof; in the amount prescribed by the Department of Agriculture through and by the laws of the State of Montana.
4. Interested persons may present their data, views or arguments, whether orally or in writing, at the hearing.

5. The authority of the Department of Agriculture to adopt the proposed rule is based on Section 82A-107, R.C.M. 1947; and Title 27, Chapter, 2, Section 27-213 through 27-245, R.C.M. 1947.

6. The proposed regulation may be obtained by request from the Montana Department of Agriculture, Pesticides Division, Airport Way, Bldg. W., 1300 Block Cedar St., Helena, Montana 59601.

## FIRE TRUCKS, FIRE TRUCKS, FIRE TRUCKS

By GERALD C. BURROWS  
Supervisor

Certification, Security & Operations

\$1,225,000.00 worth of airport fire trucks for 14 Montana air carrier airports are either on order or being advertised for bid.

These 21 trucks are part of the requirements of the federal government Federal Air Regulations, Part 139, Airport Certification. In order for the airports to retain airline service they will have during airline flights: airport fire fighting and rescue equipment, vehicle response time capability and trained personnel. The FAA provides 82% of the funds for the purchase of this equipment under the Airport Development Air Program.

This entire certification program is designed for the safety and protection of the airline passenger and

the airline aircraft.

Index A/quick response trucks at about \$25,000 each are going to:

Billings	Glasgow
Helena	Wolf Point
Butte	Sidney
Great Falls	Glendive
Missoula	Miles City
Havre	Lewistown

Two Index A' trucks for \$125,000 are on order for Kalispell and the Yellowstone Airport at West Yellowstone.

Index B & C requires in addition to the quick response unit one or more large crash trucks carrying large quantities of water for foam production.

Helena—2 each, 1500 gallon crash trucks, \$230,000

Missoula—2 each, 1500 gallon trucks, estimated \$240,000

Billings—2 each, 1500 gallon trucks, estimated \$240,000

Butte—1, 1000 gallon truck at \$90,000.

**NOTE:** Bozeman and Great Falls are credited with their existing fire fighting vehicles and are not required to purchase all new equipment.

The indexes and required equipment are determined by the number of flights a day and the size or type of aircraft. Obviously those airports serving two Twin Otter flights

(Continued on Page 7)



**DEPARTMENT OF  
INTERGOVERNMENTAL  
RELATIONS**

Thomas L. Judge, Governor  
Frank McChesney, Director  
Martin T. Mangan, Deputy Director  
Official Monthly Publication  
of the

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Helena, Montana 59601

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**AIRCRAFT REGISTRATION  
DEADLINE**

The deadline for registering aircraft is February 15. All aircraft flying in Montana which have not been registered for 1974 are in violation of Montana law. If you have not received your aircraft registration form, write or call this office as follows: Division of Aeronautics, P. O. Box 1698, Helena, Montana 59601 (phone number 449-2506).

**PILOT REGISTRATION  
DEADLINE**

All pilots flying in Montana who have not registered before April 1 are in violation of state law. Those who have not registered before May 1 will have their names removed from Aeronautics Division mailing lists. REGISTER NOW!

*Administrator's  
Column*



This issue of the Montana newsletter follows quickly on the heels of the last one because we wanted to bring to the attention of all of you the public hearing called by the Department of Agriculture of Montana concerning the use of pesticides. Thanks to Editor Bernice Peacock doubling up on her workload we are able to get this out in time to let you know about that important April 2 hearing. Please feel free to call us about any questions or comments you have as we intend to be represented at that meeting to voice the opinions of the aviation community. We are most anxious to hear from those directly affected in the agricultural industry.

\* \* \* \* \*

We also call attention to the Montana Pilots Association Convention scheduled for May 10, 11 & 12 at Big Sky. It looks like an interesting program has been planned and we urge your attendance.

\* \* \* \* \*

Also, you will note in this issue that registration for both pilots and aircraft are now due and both should be registered prior to April 1.

\* \* \* \* \*

By the time you read this, legislation concerning the Division of Aeronautics should be settled. One of the two primary bills is Senate Bill 508 sponsored by Senator Lowe of Billings that provides for a state aircraft pool and the cost of operating to be from the state general fund with agencies using the aircraft reimbursing the Division of Aeronautics for the use. At the end of the fiscal year the Division of Aeronautics is to account to the Legislature for deficits in operation which are

to be paid from the general fund. This bill has been extensively amended and has gone through both the House and the Senate and into a joint conference committee and is now back in the House and Senate for concurrence of the action taken by the joint committee. We are awaiting word as to final disposition of the bill.

**DILLON UNICOM**

now in operation on 122.8 MHz on the airport at Dillon Flying Service — available during daylight hours 7 days a week.

**BOARD OF  
AERONAUTICS MEETS**

The February meeting of the Montana Board of Aeronautics was held at the Travelodge with several members of the House of Representatives and the press present.

The first matter to be discussed was HB1110 concerning the appropriation of \$700,000 to purchase and operate an aircraft for the biennium ending June 30, 1975. Representative Bud Lien of Poplar explained that he had introduced the legislation because the distances to be traveled in Montana to conduct business could no longer be properly and adequately covered by automobile and there were no trains, buses or airline service from his home to Helena. Representative Wallis Edland said that it is often necessary for him to spend three days in order to participate in a three hour meeting. Mr. Edland is from Scobey. Representative Jim Lucas of Miles City stated that by reducing per diem and mileage payments, plus the ability to get otherwise reluctant legislators to serve on interim committees, the aircraft would pay for itself many times over by furnishing transportation that allows the representatives to be away from home a minimum amount of time.

The next matter before the Board was SB508 concerning the aircraft pool. The Administrator reported at that time the bill had been amended in the Senate, passed all three read-



ings and had been sent to the House where it was also amended and passed second reading. It was anticipated the bill would pass.

The Administrator explained Frontier Airline's application for amendment of its certificate of public convenience and necessity to allow it to fly from Missoula to Kalispell. The Board agreed to support Frontier's request and advised the Administrator to prepare a petition.

The FAA proposes to close the Air Route Traffic Control Center in Great Falls. All efforts will be put forth to prevent this closure which would result in the loss of radar services on the long Hiline.

No date was set for the next meeting of the Board.

## AVIATION EDUCATION HIGHLIGHTS

By MICHAEL A. SCHUKERT  
Chief Aviation &  
Space Education Bureau



The high point of the year is rapidly approaching for over 150 students in twelve aviation/aerospace education program-offering Montana high schools. They will be competing for one of the country's finest aviation-oriented educational incentive programs: the Montana Youth-in-Aviation Scholarship Award.

This very popular activity was implemented for the first time in January, 1968. The award makes it possible for many high school students aged 16 or older to experience the exciting world of solo flight.

The top aerospace student from each participating school will receive a Division of Aeronautics-paid 10-hour flight training scholarship. The winning student is selected by his or her aerospace teacher on the basis of an objective 100-item examination, class performance and other locally determined criteria.

Winners must complete their flight instruction during the calendar year in which the scholarship is awarded.

Although the winning student may elect to take his flight training at any properly certified flight training facility in the state, the training is usually accomplished at the airport serving the student's home community thereby stimulating the local airport operator's business and insuring the latter's support of future school-sponsored aeronautical activities.

Winners of the 1974 Youth-In-Aviation Scholarship Award will be announced in a subsequent issue of this newsletter.

## AIRPORT NOTES

By WORTHIE M. RAUSCHER  
Deputy Administrator

The latest approvals by the Federal Aviation Administration under the Fiscal Year 1974 Airport Development Aid Program are listed below:

**YELLOWSTONE AIRPORT**, West Yellowstone, Montana—\$103,150 to construct a crash/fire/rescue building (approximately 2600 square ft); install and Relocate safety fence (approximately 13,000 linear ft.); and precision instrument marking, runway 1/19.

**GLASGOW INTERNATIONAL AIRPORT**, Glasgow, Montana—\$37,073 to acquire Index A Airport Firefighting and Rescue Vehicle; construct crash/fire/rescue and equipment storage building, 2 bays.

**LEWISTOWN MUNICIPAL AIRPORT**, Lewistown, Montana—\$20,500 to acquire Index A Airport Firefighting and Rescue Vehicle.



## TOWER

## OPERATIONS

### JANUARY 1974

	Total Operations	Instrument Operations
Billings .....	6,379	2,138
Great Falls .....	4,088	1,451
Missoula .....	4,821	690
Helena .....	2,696	616

### FEBRUARY 1974

	Total Operations	Instrument Operations
Billings .....	7,931	1,959
Great Falls .....	6,016	1,430
Missoula .....	6,873	777
Helena .....	3,640	539

## FEDERAL ENERGY ASSISTANCE

A recent bulletin from the National Association of State Aviation Officials stated that Guy Wood, Illinois Director of Aeronautics, recently visited the Federal Energy Administration headquarters in Washington. He has reported that allocation adjustments can be petitioned (FEO will adjust the user's base and designate a supplier if he had none in 1972); rationing for transient aircraft is being studied; and the Fair Trade and Practices Law prohibits discrimination against transients. Penalties include a fine of \$5,000/day plus \$5,000 for each occurrence. Knowledgeable about and responsible for aviation fuel matters at FEO are John Shafer and Mr. Tucker (202/254-5483, 254-5504, and 254-5507). All FEO aviation fuel forms are available from John Hanson (254-6434) and Mildred Powell (254-9780). FEO's address is Winder Building, 604 17th Street, N.W., Washington, D.C. 20006.

## FEDERAL AVIATION ADMINISTRATION ITINERARY LISTINGS

Airport	April	May	June
Bozeman .....	17	—	19
Culbertson .....	3	—	8
Glasgow .....	—	1	—
Glendive .....	—	16	—
Great Falls .....	3	1	5
Kalispell .....	—	15	—
Lewistown .....	17	—	19
Miles City .....	—	15	—
Missoula .....	10	8	12
Sidney .....	4	—	6

**NOTE:** One or more inspectors will be at the above-listed airports on the date(s) specified for the purpose of practical examinations, flight tests and aircraft inspections. Appointments for these services should be requested a week in advance to allow for scheduling of inspectors. Written examination services may be provided at itineraries and other locations if prior arrangements are made with the General Aviation District Office.

**Flight Tests:** Properly certificated aircraft with aircraft log books and required documents must be presented for all aircraft used for flight tests.

Between May 20 and July 3, 1937, Amelia Earhart Putnum and Fred Noonan, making their second attempt at a leisurely round-the-world flight, disappeared somewhere between New Guinea and Howland Island in the mid-Pacific, on the homeward flight.



## WILD AND SCENIC RIVERS PROPOSAL FOR FLATHEAD NATIONAL FOREST

By WORTHIE M. RAUSCHER  
Deputy Administrator



The following is the statement of position made by the Division of Aeronautics at the request of the State Clearing House on the Wild and Scenic Rivers Proposal for Flathead National Forest.

It is the statutory responsibility of the Montana State Division of Aeronautics "to encourage, foster, and assist in the development of aeronautics in this state and to encourage the establishment of airports and other air navigation facilities." (Section 1-204(a), R.C.M. 1947. Therefore, our interest in the Flathead Wild and Scenic Rivers Proposal centers on the inclusion of the Meadow Creek Airstrip within the Wild Rivers Management Zone. The Meadow Creek Airstrip is located approximately one quarter mile from the South Fork of the Flathead south of Harrison Creek and lies immediately within the easterly boundary of the Wild River Management Zone. This airstrip is also a vested interest to the aircraft owners, pilots and their representative organizations in the State of Montana.

Governor Forrest Anderson stated in a letter dated May 24, 1972, to Regional Forester Steve Yurich in Missoula:

"The State of Montana is vitally interested in all the presently established public use Forest Service Airports in the State, at Condon, Spotted Bear, Meadow Creek, Benchmark and Schaefer Meadows."

The Governor stated further that the State has participated in four construction projects on those airports in the amount of \$38,500, \$5,000 of which was invested specif-

ically in the Meadow Creek Airstrip for obstruction removal and miscellaneous runway work. E. L. Corpe, Flathead Forest Supervisor, stated in a response to the Governor's letter on October 13, 1972, that the Forest Service intended to abandon the Meadow Creek Airstrip, and suggested as the most favorable alternative, the State of Montana be issued a special use permit to operate and maintain the facility for general public use.

A meeting was held January 30, 1973, between the Division of Aeronautics and the Flathead Forest Supervisor's Office to discuss the possibility of issuing the State a special use permit. Negotiations were begun to obtain the permit at a second meeting on June 29, 1973. Forest Service personnel assured the Division at the meetings in January and in June that the Wild and Scenic Rivers Proposal would be of no consequence to the operation of the Meadow Creek Airstrip.

Accordingly, the Division of Aeronautics has until recently operated under the assumption that the airstrip was not included in the river management zone. We first received notice of the Flathead Wild and Scenic Rivers Proposal in a letter from Forest Supervisor E. L. Corpe, dated January 10, 1973, announcing a hearing scheduled for March 15, 1973, in Kalispell. Enclosed was a December 1972 draft Wild and Scenic Rivers Study Report. The draft report made no reference to the Meadow Creek Airstrip, nor did the very poor map on page 10 of Appendix 1 identify the facility.

A statement made by Aeronautics Division Safety and Compliance Bureau Chief Jack Wilson at the March 15 hearing on the Proposal clearly indicated our assumption that the Meadow Creek Airstrip was not affected by the Proposal. No effort was made by Forest Service personnel to correct Mr. Wilson. Neither was an effort made to correct other aviation interests who made statements, oral and written, clearly under the same assumption.

It was first brought to the attention of the Division of Aeronautics

that the Wild River Management Zone on the South Fork of the Flathead does in fact encompass the Meadow Creek Airstrip with the receipt of a request for comment on the Wild and Scenic Rivers Proposal from the Montana State Clearinghouse February 14, 1974. A draft Environmental Statement (dated September 20, 1973) and a Study Report (dated July 1973) accompanied the request. The maps in Appendix 1 of the 1973 Study Report are of a much finer quality than the 1972 draft. The Meadow Creek Airstrip is clearly defined (on page 18 of Appendix 1 in the 1973 Study Report) within the boundary of the Wild River Management Zone. Page 44 of the Environmental Statement and Page 109 of the 1973 Study Report make specific reference to the facility at Meadow Creek:

"Power boats and motorized vehicles would be prohibited from the areas with the exception of the use of airplanes at Meadow Creek Airstrip. This airstrip would be monitored to assure that use remained compatible with other river values."

The restrictions upon motorized vehicles within the Wild River Management Zone are prohibitive. The State cannot operate and maintain the airstrip in a safe and operable condition without the use of motorized equipment. A meeting held February 20, 1974 in Kalispell between Flathead Forest Service Officials and the Division of Aeronautics concerning the special use permit confirmed restrictions upon the Wild River Management Zone and the airstrip, and corrected erroneous assumptions held previously by the Division and Forest Service personnel.

The State of Montana remains vitally interested in keeping the Meadow Creek Airstrip open to the flying public. To that end, we are suggesting two alternatives:

- (1) The U.S. Forest Service continue to operate and maintain the Meadow Creek Airstrip with full public access.
- (2) The eastern boundary of the



Wild River Management Zone follow the western boundary of the Meadow Creek Airstrip to exclude the facility from the management zone, additional land be provided to extend the runway length and width to meet minimum State requirements, and a special use permit be issued to the State of Montana with the provision that small motorized equipment be allowed to cross the river to perform maintenance and improvement projects.

The status of the Meadow Creek Airstrip was not properly exposed by the Forest Service prior to hearings. Therefore, aviation interests did not receive a fair hearing. It is our contention that in all fairness hearings should be held again—giving aviation interests the opportunity to comment given the facts.

## HOSPITAL HELIPORT

By DAVID C. KNEEDLER



The newest addition to our state's system of hospital heliports is now in operation in Missoula. Built in conjunction with the new Missoula Community Hospital, it was placed into operation several months ago and has been used on numerous occasions since. Located immediately north of the new hospital, it stands ready to receive accident victims or emergency medical supplies and personnel and will serve equally well as a departure point for transfer patients, supplies, etc.

The heliport occupies a turfed area approximately 100 ft. x 100 ft. which has a bituminous surfaced touchdown pad measuring 40 ft. square. A six foot wide hard-surfaced "stretcherway" or sidewalk, connects the touchdown pad with the hospital emergency entrance. It has all of the aviation air markings required



Uncompleted Missoula Community Hospital, heliport visible in the center of the picture. View toward the southwest.

for hospital heliports and is completely lighted for nighttime operations. To complete the facility a standard windsock has been installed on the roof of the hospital and floodlights are available to facilitate after-dark loading and unloading operations.

Mr. Vince Powers, Hospital Administrator, who was largely responsible for the heliports being built has indicated that its total cost has been approximately \$3,400. Although the Montana Aeronautics Division provided design and other engineering assistance, the construction cost was financed totally by the hospital. This amount is a significant contribution to the safety and efficiency of medical services in the western Montana area and the Montana Aeronautics Division takes this opportunity to congratulate Mr. Powers and his hospital administration.

Since Johnson Flying Service of Missoula has designated this heliport as a "base of operations" it must be certified under Part 139 of the Federal Aviation Regulations. This will be completed in the near future and the Missoula Community Hospital Heliport will at that time join the Panamerican World Airways Heliport in New York City as the only two heliports in the nation receiving this somewhat unique certification thus far.

Again, our congratulations to Vince Powers and the Missoula Community Hospital.

The Post Office relinquished operation of its air-mail routes to private contractors on August 31, 1927.



Missoula Community Hospital Heliport—looking toward the north.

## "A PILOT'S RESPONSIBILITY"

By RICHARD D. BACH

"Flying is the only popular sport in which the penalty for a very bad mistake is death. At first, that seems a horrible and shocking thing, and the public is horrified and shocked when a pilot is killed committing an unforgiveable error. But such are the terms that flying lays down for pilots: Love me and know me and you shall be blessed with great joy. Love me not, know me not, and you are asking for real trouble.

The facts are very simple. The man who flies is responsible for his own destiny. The accident that could not have been avoided through the action of the pilot is just about nonexistent. In the air, there is no equivalent of the child running suddenly from between parked cars. The safety of a pilot rests in his own hands.

Explaining to a thunderstorm for instance: "Honest, clouds and rain, I just want to go another 20 miles and then I promise to land," is not much help. The only thing that keeps a man out of a storm is his own decision not to enter it—his own hands turning the airplane back to clear air, his own skill taking him back to a safe landing.

No one on the ground is able to do his flying for him, however much he may wish to help. Flight remains the world of the individual, where one decides to accept responsibility for his own action or he stays on the ground. Refuse to accept responsibility in flight, and you do not have very long to live."

(Taken from FAA Flight Facts who reprinted it from A GIFT OF WINGS with permission of Richard D. Bach and thanks to MacMillan Company and Travel & Leisure magazine.)



## A WORD TO FLIGHT INSTRUCTORS

By Dale Uppinghouse  
Accident Prevention Specialist, GADO 1

Have you stopped to consider that you are becoming even more important to the aviation industry?

New Part 61 delegates more responsibility to the flight instructor. It also gives you more tools to do the job. Part 61(c) says, in effect, no more unlimited endorsements for student cross-country flights. In other words, no more "professional" student pilots. Those high-time students who refused to get certificated were having five times the accident rate of Private Pilots.

The new biennial flight reviews which apply to all pilots will be done mostly by flight instructors. Industry and the FAA will be depending on you to uphold safety when you conduct these reviews.

You will be approached by a few pilots who have let their knowledge and proficiency go down hill to the point where they are dangerous in an airplane. They will be shopping around to find a flight instructor who is an easy mark. You will not be doing him or her a favor by endorsing the log book of a potential accident producer. They may not be alone when they have that accident.

Most examiners and inspectors ask themselves this simple question when they conduct a flight check: Would I allow this pilot to fly a member of my family in an airplane? It might be a good question to ask yourself when conducting a biennial flight review. You will know the answer sometime during the review. You wouldn't have the Flight Instructor Certificate if you weren't qualified to answer.

Let's be fair and frank when conducting the reviews. If the pilot is at least up to minimum standards for the certificate, let's endorse the log book after a minimum of time and expense. If the pilot has allowed his flying to "go to pot," let's tell him or her so frankly and friendly. Suggest what they can do to become a safe pilot again. Believe it or not,

you can make friends this way. Success or failure of the program depends on you, the flight instructor.

Yes, the flight instructor is an important person. The quality of instruction a man or woman receives often determines that person's destiny. True, most flight instructors are underpaid and have to work long hours to make a living. Yet there are rewards. The satisfaction of seeing a former student doing a fine job of flying whether it be a flying farmer or airline pilot is an immense source of satisfaction.

The quality of instruction provided—the character of the results achieved—and a mutual feeling of satisfaction ought to be central considerations of every flight instructor throughout his career.

## MONTANA PILOTS ASSN. CONVENTION

**BOZEMAN**—The annual meeting of the Montana Pilots Association is scheduled for May 11 and 12 at Big Sky of Montana, 40 miles south of Gallatin Field, Belgrade.

Jim Monger, president of the Gallatin Valley Hangar, reports that plans include registration on Friday afternoon, May 10, 1974; business meetings on Saturday, a banquet on Saturday evening, and special activities are being planned for the ladies.

All events will be held at Mountain Village at Big Sky. Those attending will have the opportunity to see the facilities at Montana's newest and largest resort complex, and to ride the gondola on Lone Mountain.

Chet Huntley and Senator Barry Goldwater have been invited to be convention speakers, and the committee is organizing a panel for a discussion of Aircraft Tax Assessments, a subject in which all aircraft owners should be vitally interested.

A detailed schedule of events will be sent to hangars in the near future inviting all Montana pilots to attend the convention.

Transportation from Gallatin Field to Big Sky will be available.

## CONGRATULATIONS



## FAA CERTIFICATES ISSUED RECENTLY TO MONTANA PILOTS

### PRIVATE

Stephen G. Blomquist—Livingston  
Jerry J. Schiffer—Billings  
Gene A. Huskinson—Glendive  
Glen E. Rasmussen—Spearfish  
Robert W. Brandt—Glendive  
Eric A. Mortis—Calgary, Alberta  
Michel C. A. Devaux—Ponoka, Alberta  
Donald Frank Heppner—Great Falls  
Maarten Cornelius Leeuwis—Medley, Alberta  
Darrell Dean Johnson—Missoula  
Charley William Kuzmic—Libby (MEL)  
Stewart Maurice Dall, Jr.—Lyme, New Hampshire  
Jack Casey Camper—Bozeman  
William John Johnson—Kalispell  
Gary Bruce Squires—Columbia Falls  
Kenneth Gerald Reick—Butte  
Dale Wilbur Campbell—Kalispell

### COMMERCIAL

William L. Wardell—Aurora, Colorado (MEL)  
David A. Anderson—Waynoka, Oklahoma  
Ralph Michael Lloyd—Hoopeston, Illinois

### INSTRUMENT RATING

James Frances Johnson—Missoula  
Harold Milton Smith—Helena  
Collin Edward Morris—Bozeman

### FLIGHT INSTRUCTOR

Malan F. Johnston—Billings  
Dennis P. Elgen—Culbertson  
Tom C. Osen—Billings  
Jon A. Svendsen—Billings  
Stephen Verne Jamieson—Bigfork  
Kenneth Wells Gero—Great Falls

### GROUND INSTRUCTOR

John Edward Fenske—Kalispell  
Louis Randolph Link—Billings (Basic)  
Randal Anthony Popiel—Glendive (Basic) (Continued on Page 7)



(Continued from Page 1)

a day are not going to need as much equipment as airports having dozens of 707's, 727's, and DC9's. These trucks, in addition to carrying fire extinguishing agents have rescue and safety equipment should it be necessary to enter or open up an aircraft to rescue the occupants.

The first of these trucks ordered over a year ago has not yet arrived in the state. The manufacturers' backlog is tremendous as all U. S. air carrier airports are ordering fire trucks at the same time. It is hoped that the bulk of these trucks will be operational on Montana airports within another year.



Airport crash/fire/rescue vehicle (500 lbs. dry chemical, 500 gallons water).

## SUMMER POSITIONS AVAILABLE

The State of Montana, Department of Intergovernmental Relations, Division of Aeronautics, an equal opportunity employer, is seeking (1) an airport law enforcement and security officer(s), and (2) an airport crash fire rescue chief to work on the Yellowstone Airport, West Yellowstone, Montana, approximately May 25 through October 5, 1974. Salary will be commensurate with education, training, experience, or a combination of all three. Interested persons with a background in either area should contact:

Gerald C. Burrows  
Division of Aeronautics  
P. O. Box 1698  
Helena, Montana 59601  
(Telephone 406-449-2506)

In 1926 5,782 passengers were carried by U.S. domestic air lines.

## Letters to the Editor

Mr. William E. Hunt, Administrator  
Division of Aeronautics  
City/County Airport  
Box 1698  
Helena, Montana 59601

Dear Mr. Hunt:

I read with interest the article "Search and Rescue Outlook" in the January issue of Montana and the Sky.

You will be interested to know that beginning in June, 1972, we were in touch with NASA GODDARD Space Center regarding an experiment to determine if a satellite or orbiting space vehicle could pick up an ELT signal from a downed aircraft and report the location. NASA prepared a two volume study showing how geo-stationary and orbiting satellites could be used. In conjunction with AOPA, we applied for an experiment to be placed aboard the ATS-F satellite on which there was space and which will be used primarily for an educational experiment using television.

Since the State of New Mexico and AOPA did not have funding for the experiment, we approached the FAA and although Administrator John Schaefer agreed that the experiment had great search and rescue value, the proposal got lost in subsequent top echelon personnel changes. FAA finally has endorsed a satellite program called GRAN or Global Radio Alarm Network which uses equipment not compatible with the present ELT. GRAN, however, is many years down the road as far as international use is concerned and will require installation of a receiver transmitter specifically designed for GRAN. The ELT would then have to be scrapped.

ELT line of sight transmission problems have hampered some search operations and detection of signals here in New Mexico. We have had one life saved on a 10,500 ft. peak when the ELT operated and a search and rescue helicopter picked the person up the same day avoiding prolonged exposure to below freez-

ing temperatures.

I thought you would be interested in our approach to the problem.

Respectfully,

/s/William E. Mekeel  
Assistant Director  
New Mexico Dept. of Aviation

## SURPLUS BEACON BULBS

The Division of Aeronautics received 64 dozen 500 watt code beacon bulbs as surplus property. We have no immediate use for them. If any community has a use for these, please let us know.

These bulbs have a mogul pre-focus base, not the two pins used in most airport beacons. Check around your community—baseball/football fields, arenas, etc. Full description: 500 PS 40/45 125 volts, 500 watts, clear, aviation code beacon, mogul prefocus, Westinghouse.

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Joseph Ernest Bergsieker—Kalispell  
(Advanced)

## SENIOR PARACHUTE RIGGER

Edward Evans Donnelly—Anchorage, Alaska (Back & Chest)  
Fred John Sand—Kalispell (Chest)  
David Monroe Tousey—Kalispell (Chest)

## AIRLINE TRANSPORT PILOT

William J. Burse, Jr.—Rigby, Idaho  
Stanley G. Peters—Denver  
Augustus P. Stearns—Denver

## BAD WEATHER AHEAD?

**Avoid it!** Good advice offered by the NPA Service Bulletin which states that recent research has proven beyond any doubt that all thunderstorms are potentially dangerous and should be avoided if possible or penetrated only when the pilot has no other choice.

Forward reports to ATC of any severe weather encountered giving nature, location, route, altitude and intensity. Pilots are also reminded to review Federal Air Regulation 91.125 pertaining to pilot reports.

Particularly useful are radioed reports made directly to "Flight Watch" (Continued on Page 8)



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stations, now coming online all across the United States. The special frequency here is 122.2, which connects the pilot directly to a knowledgeable weather man and forecaster.

When IFR, initiate requests to avoid severe weather activity as soon as possible—being specific concerning route and altitude desired.

Adjust speed as necessary to maintain adequate control of aircraft in turbulent air and, if IFR, advise ATC as soon as possible.

Do not rely completely on air traffic controllers to provide information or to initiate radar vectors to aircraft for avoidance of severe weather, particularly when arriving

and departing terminals or in holding patterns.

Plan ahead to anticipate the need for avoiding areas of known severe weather. Be sensible: if necessary, delay your take-off until conditions improve.

Did you know that the U. S. Post Office Department issued its first air-mail advertisement inviting bids for carrying the mails by aeroplane in Massachusetts and in Alaska on February 12, 1916.

Regular air-mail service was inaugurated May 15, 1918 between Washington, D. C. and New York City, operated by the Army.

## SURPLUS PROTEIN FOAM

The Division of Aeronautics has over 300—5-gallon cans of protein foam concentrate extinguishing agent which it received as surplus property from Hill Air Force Base. This foam, relatively new, still produces a good foam blanket and can be used for flammable liquid fires of any nature.

The foam is available for pickup in Helena by any airport, city, or volunteer fire department which has a use or need for it at no charge. Contact Gerald C. Burrows for further information.

The man who gets ahead is the one who does more than is necessary—and keeps on doing it.

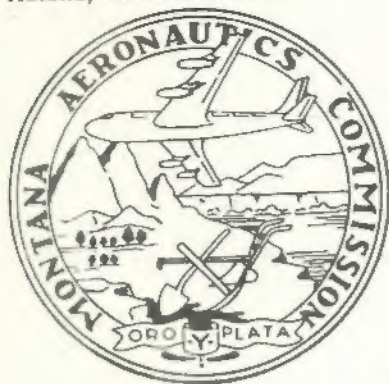
### MEMBER

#### NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

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